

Seattle Organics Processing RFP – Proposer Question & Answers Set #2

1. *What is the composition of the City’s collected organics? What is the amount of contamination and compostable bags and service ware?*

This question is in response to waste composition inquiries submitted by vendors in response to the Draft RFP released March 2nd. As mentioned earlier, the City is in the process of completing our first composition study for Seattle’s collected organic waste. We plan to sample a selection of customer containers in February, May, August, and November.

The results of the February sampling have now been posted to the RFP website. These results include container sampling from randomly selected single-family, multifamily and commercial customers. These four sectors represent the following components of Seattle’s contracted organics:

Sector	2011 Tons	Percent
Single-family	74,000	82%
Multifamily	5,000	6%
Commercial	4,000	4%
Self-haul	7,000	8%
Total	90,000	100%

The sampling does not include self haul yard waste or the dumpster-based contracted commercial service. The final City wide composition estimates from this study will incorporate all four sampling seasons and adjust for contaminated carts that are rejected during collection. In all likelihood, the February sampling results under represent yard debris categories and overestimate all other categories relative to annual data, due to the seasonality of yard debris.

2. *What are the cost assumptions for city transfer and transport?*

The current total allocated costs at the City stations are approximately \$3.80/ton for organics transfer and \$19.50/ton for organics hauling. However, the variable costs are approximately \$3.60/ton for transfer and \$13/ton for hauling. The city would consider the variable costs or savings, along with other factors, when considering increases or decreases to City transfer and hauling activity.

The City also expects to increase organic trailer load weights by approximately 30% over the next couple years through new loading protocol and larger trailers. This would decrease the City hauling costs by approximately 25%.

3. What are the round trip transportation times to the current processor?

City organics hauling trucks currently average approximately 2 hours for round trips from City stations to the processing sites.

4. The RFP references approximately 40,000 tons of additional open market commercial organics collected in Seattle that will not be part of the contract. Is any of this additional material transferred at the same locations as the contract volume is transferred today? If any, has the City considered how to keep the contract volume separate from the non-contract volume in order to avoid variation in material composition and quantity?

Most of these open market commercial tons are direct hauled by route trucks to processing sites. However, Waste Management's Eastmont station in Seattle does transfer some open market commercial tons and non-Seattle residential yard waste. These tons are mixed with Seattle contracted route loads for transfer and transport by Waste Management. There is no current consideration to keeping these inbound wastes separate.

All of the organic wastes transferred at the two public city stations are mixed and loaded together and are part of the organics processing contract waste.

5. The RFP specifically states that the base specifications assume the use of the "walking floor trailers owned by the City". Will the City consider instead the use of equipment owned by the contractor in order to facilitate alternate methods of transportation without re-handling material?

Yes. The RFP base specification (Section II.C) assumes the use of trailers owned by the City, trailers owned by a transfer contractor, or rail containers owned by a proposer. City cost evaluation of proposals will incorporate any relevant adjustments to city rolling stock and related capital expenditure or savings.

6. Tables 1 and 2 provide general information regarding the amounts and locations of materials transferred. Can the city provide monthly outbound load information (# loads per month) for each transfer stations in 2011?

The monthly outbound trips below do not include the 45% of the contracted organics that is transferred under contract by Waste Management at their Eastmont station.

Outbound Trips from City Stations in 2011

Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
North	73	61	95	142	128	137	114	104	74	75	137	109	1249
South	60	58	72	82	183	210	164	120	134	113	121	121	1438

- 7. Question 17 from the Proposer Question & Answer Set #1 states that under its collection agreements the City does not incur additional charges for directing collection trucks to transfer locations within the Duwamish Industrial Area. Can the City provide more detailed information regarding the limits of the Duwamish Industrial Area?**

The Duwamish Industrial Area (DIA) is bounded on the north by I-90/Elliott Bay, on the west by West Marginal Way (the western boundary extends west to Detroit Avenue between S.W. Michigan Street and S.W. Kenyon Street), on the south by the south City limits, and on the east by I-5.

- 8. What tip fee is the city currently paying under the current organics processing contract?**

The City currently pays Cedar Grove \$27.39 per ton for all organic material delivered.

- 9. The Washington Department of Ecology is proposing revisions to their compost facility standards (WAC 173-350). How will Seattle evaluate proposals relative to potentially changing standards?**

The base specifications require proposals to meet current and future state and local regulations. The City will evaluate proposals against current regulations and expect proposers to address how they would comply in the future with any likely changes in regulations.

- 10. The Evaluation criteria section of the RFP provides evaluation percentages for each category while stating that weighting will not be used. Please clarify.**

The percentages listed will provide guidance to the Evaluation Committee of the relative weight of each category but the final selection will not necessarily incorporate numerical formulas for the evaluation categories.

- 11. Would the City consider delaying the proposal submittal date for additional four months to allow for development and proposal of a new 100,000 ton per year anaerobic digestion facility?**

No. The City plans to maintain the May 29 closing date for all proposals. Long-term contingent plans for potential digesters could be incorporated as alternative proposals accompanying base proposals that are responsive to the base specifications.